

Intimations.

G. FALCONER & Co.,

LIMITED,
WATCH-MAKERS AND JEWELLERS
Telephone No. 963.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION-PLATE, CUPS, BOWLS, ETC.
FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.
Hongkong, August 12, 1908. 1788

MEE CHEUNG & CO

ART PHOTOGRAPHER, ICE HOUSE LANE
SPECIALIST IN ENLARGING AND BROMID' WORK.
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs.
CAMERAS FOR HIRE. 1788

WING ON Co.,

TAILORS AND OUTFITTERS. EXPORT AND IMPORT MERCHANTS
HAVE JUST RECEIVED NEW SHIPMENTS OF
Drapery, Grocery, Ironmongery, Crockery, Glass and
China Ware, Furniture, Watches & Clocks.
The Cheapness and quality of their Goods have no equal.
209-213, DES VŒUX ROAD CENTRAL.
107 & 108, CONNAUGHT ROAD CENTRAL. (Trans pass the Door)
Telephone 189. 772

Weismann, Limited.

Bakers, Confectioners, Caterers,
Restauranters.

14, DES VŒUX ROAD CENTRAL.

Hongkong, July 20, 1910. 868

CROWN YAROL EXTRA CANVAS

STRONG TARPAILINGS, MOST RELIABLE QUALITIES, FROM

M. C. THOMSON & CO., LTD.,

GLASGOW.

ALWAYS IN STOCK WITH

SOLE AGENTS:

MELCHERS & CO.,

AND THE PROMINENT SHIPCHANDLERS.

Carbonic Acid in Steel Cylinders and
Aerated Water Machines

ALL ACCESSORIES FOR SAME.

MELCHERS & CO.

SHIPOWNERS' COMPOSITIONS,
GREYHOUND BRAND
ANTIFOULING PAINTS.

SOLE AGENTS:

OWEN B. WILKS & Co.,

No. 14, 2nd Floor, ALEXANDRA BUILDINGS.
PHONE 195. Teleg.: WANDEROOS.

G.P. SPECIAL ANTIFOULING FOR YACHTS.
Hongkong, July 1, 1911. 24

Oakey's WELLINGTON KNIFE POLISH
BEST FOR CLEANING AND POLISHING
CUTLERY - 3/6 1/2 2/6 1/2 1/4
KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES
JOHN OAKLEY & SONS
BLACK LEAD MILLS LONDON
JOHN OAKLEY & SONS, LIMITED, "WELLINGTON MILLS," LONDON.

Intimations.

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI MUTABE, YO-
SHINOTANI, KOJO, KANADA,
NANASUTA, SAYO, SHINNEW
and KAMUYAMADA Collieries.

SOLE AGENTS for KISHIDAKE
COAL.

HEAD OFFICE - TOKYO.

BRANCH OFFICES:-

Nagasaki, Moji, Kanazawa,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow

TEL. ADDRESS for above: TWASAKI
Codes:- A1, ARO 4th Ed., Western Union.

AGENCIES:

YOKOHAMA: M. Asada, Esq.
CHINESE: Messrs Gearing &
Co.

MANILA: Messrs Macandray &
Co.

SINGAPORE: Messrs Borneo Co.
Ltd.

For particulars apply to

Y. SHIBUYA,

Manager,
No. 2, HADDER
HONGKONG.
Hongkong, April 29, 1911. 818

NOTICE.

ASSIGNMENT OF BUSINESS
SHARES.

THE Undersigned begs hereby to notify
that he assigned this 21st day of June, 1911,
the whole of the 1st year of Han Tung
(3rd Nov., 1909), all his interests in the
business firms enumerated below to LIU
CHING TONG, CHUI CHING TONG
and SHAN IP TONG, being two-twelfths
of the shares of the said firms in the name
of LO KWAN SIN TONG. The said
shares were originally divided in the
following manner:- Four-twelfths held by
LIU CHING TONG and four-twelfths by
CHUI CHING TONG. The said HANG
CHING TONG later branched into two
firms, HANG CHING TONG and HANG
CHING TONG, each holding two-twelfths,
the head of the latter being now the
Undersigned LO YUN-SIT. The assignment
has now been completed, deeds to
be held by the Assignor and the Assignees
as proof having been executed. In future
the Profits made or loss incurred by
the Firm YAN KEE and all its branches
in all the villages and ports as enumerated
below, and all their liabilities in respect
to goods supplied by Chinese or foreigners,
or to loans advanced, repurchases, etc., as
well as all securities and mortgages, shall
not be the least concern of the Undersigned
LO YUN-SIT of YUK CHI TONG but shall
be made responsible to the Assignees LIU
CHING TONG, CHUI CHING TONG and
SHAN IP TONG.

The following are the Firms above
mentioned:-
The YAN KEE Singapore Merchants
Firm in Sin Kien Canton, and its Branches:-
Canton: The Kwong Yuen Pies Goods
Shop of Cheung Lan Street, The Kwong
Wo Pien Shop of Choi Lan Street, The
Chi Shang Shoes Shop of Tai Kien Kiu,
The Fuk Shang Gold Thread Shop of Shap
Sam Po, The Ki Shang Tobacco Shop of
Shap Sam Hong, The Yan Koo Godown of
Sin Kien.
HONGKONG: The Yan Koo Tea Shop of Fuk
Cheung Yuen, The Chi Shang Shop of
Fuk Cheung Yuen, The Ki Shop Ta-
bacco Depot of Ngo U (han), The Tak
Shing Hats Shop of Tai Ping Kiu.
KOWLOON: The Hong Yik Tobacco
Shop and Depot, The Chi Shang Shoes
Shop.
TONG HA HUI: The Hong Yik Tobacco
Shop.
SHA PING HUI: The Hong Yik Tobacco
Shop.
TIENTSIN: The Lo Hong Yik Shop.
HONGKONG: The Kwong Man Cheung
Shop, The Cheung Ki Tui Shop, The Chi
Shang Chan Pies Goods Shop, The Chi
Shang Shanghai Goods Shop.
SINGAPORE: The Lo Ki Shang Shop,
The Lo Chi Shang Shop.
PENANG: The Lo Kwong Shang Shop,
The Lo Man Shang Shop.
SHREE PAXE PLAZATION: The Ching
Chi Wo, The Tung Chi Wo Company, The
Ching Chi Cheung, The Tung Chi Cheung
Company.
Dated the 26th day of July, 1911.

(Sd.) LO YUN-SIT 羅元發特
LO YUK CHI TONG 羅啟堂
Assignor.
908

BACON & HAM

Do you want the best for your
table?

SEND US YOUR ORDERS.

We stock absolutely first quality
Australian mild cured Bacon and
Hams.

Prices Moderate.

THE DAIRY FARM CO., LTD.

Hongkong, November 14, 1910. 68

CALEDONIAN NEWS.

(From Our Scottish Correspondent.)

EDINBURGH, July 4.

THE ROYAL VISIT TO EDINBURGH.

Arrangements are well advanced for the
Royal visit to Edinburgh this month. The
dedication of the Chapel of the Thistle will
take place in St. Giles' Cathedral, to which
it is conjectured, the accommodation in the
Chapel itself being very limited.

As I anticipated in a former letter, the
Earl of Mar and Lord Ebury, the
Coronation Knights, will be installed by
His Majesty. The ceremony will gain
in importance and significance from the
fact that it is probably the first time in the
history of the Order that the Sovereign
will personally perform the ceremony.
Only the Earl and Officers of the Order
will witness the religious ceremony in the
Chapel, which will be conducted by the
Very Rev. Sir James Cameron Lees, the
Dean of the Order.

At the inspection of the Veteran Reserve
in the Queen's Park, it is expected that
over 3,000 men will parade, Edinburgh
having made the strongest response to the
appeal for this new Force of any district
in the United Kingdom.

A great deal has been done inside Holy-
rood Palace for the comfort of the Royal
guests, and annexes are being made on
either side of the main building for use in
connection with the various functions
during the visit. These additions will con-
sist of long canvas-sided erections of wood
roofed by a substance known as "leath-
erette." They will add to the comfort
and convenience of those attending the
Palace at a time when considerable conges-
tion is likely to prevail.

NEW ZEALAND'S NEW DREADNOUGHT.

An event unique in the history of the
British Empire took place at the yard of
the Fairfield shipbuilding and Engineering
Co., Govan. The new Dreadnought cruiser
New Zealand, which has been built by the
company for the Dominion of New Zealand
as a contribution to the Imperial
Navy, was launched in the presence
of a large and distinguished gathering,
among whom were included Sir Joseph
Ward, Prime Minister of the Dominion,
and Lady Ward, Lord Plunket, recently
Governor of New Zealand, and many of
the visitors from the Dominion who are
at present in this country in connection
with the Coronation ceremonies. H.M.S.
New Zealand is notable as the first Dread-
nought ever built for any of the British
Overseas Dominions, and the first war-
vessel of any type to be presented by any
of these Dominions to the Imperial Navy.
It is therefore an event which marks a defi-
nite stage in the development of the Imperial
idea, in the drawing still closer together
of Great Britain and those sections of the
Empire which are scattered over the differ-
ent parts of the world. It anticipates, as
was indicated in several of the speeches
after the launch, the time when there will
be a really Imperial Navy, supported by
the Empires as a whole, and when each of
the Overseas Dominions will take its rela-
tive share in the responsibilities of Imperial
defence.

DUNDEE AND NATIONAL INSURANCE.

Dundee just trade will be heavily hit by
Mr Lloyd George's National Insurance Bill,
a trade already in a parlous state. It is
calculated that the tax made on the average
profits of the jute millowner will amount to
at least 1s. in the £, and in the case of
limited companies, where it will fall to be
paid by the ordinary shares, will amount
to between 2s. 6d. and 3s. on the dividends.
In Dundee the sum raised from the mill-
owners' will amount to between £20,000 and
£25,000 a year, spread over about fifty firms.
The Dundee Chamber of Commerce point-
out that the German employer can recoup
himself by the tariff, and throw off at least
part of his burden of insurance on the com-
munity at large, but that in this country
exposed to competition from every quarter,
there is no such means of relief.

THE S. C. C. Z. WINDSOR.

Three Scottish units of the Officers'
Training Corps were represented at the
Royal Review at Windsor-Edinburgh,
Glasgow, and St. Andrews Universities,
the Edinburgh unit numbering 300. Cadet
units were present from Glenside,
Merchiston, George Watson's, Edinburgh
Academy, George Heriot's, Fettes, Glasgow
High School, Glasgow Academy, Dollar,
Kirkcaldy, Hillhead, High School, Adro-
nas Academy, Kelvinside Academy, and
Chief Academy.

TWO AUTOGRAPH SONGS.
Messrs Sotheby will shortly sell two
songs in the handwriting of Robert Burns.
The first song begins, "Though women's
minds like winter winds," and the chorus
runs:-

"For a' that, and a' that,
An' twice as mickle a' that;
My dearest bield to do th'm guid,
They're welcome bield for a' that."

The second set of verses runs:-
"On a' I've a bonnie lass,
Ay, and I love her still,
And whillet that honour warms my breast,
I'll love my hands as well."

In his commonplace book, the poet says of
this song that it was "the first of my per-
(Continued on Page 3)

Intimations.

THEATRE ROYAL.

HONGKONG.

RETURN VISIT

4 NIGHTS ONLY 4

MAURICE E. BANDMANN

PRESENTS THE

BANDMANN

OPERA CO.

TO-NIGHT: THURSDAY, July 27th

THE BALKAN PRINCESS.

FRIDAY, July 28th

THE QUAKER GIRL.

SATURDAY, July 29th

A WALTZ DREAM.

MONDAY, July 31st

The famous Opera Buffe

LA CIGALE

From the Lyric Theatre, London.

PRICES: Dress Circle and First Row of Stalls \$3.50.

Stalls \$2. 2nd Stalls \$1. 3rd \$1.

Commence: 9.15 sharp.

Plan of Seats now open at Messrs

MOUTRIE & Co.

Hongkong, July 15, 1911. 916

NOTICE.

WE have this day been appointed
AGENTS for THE ESSEX &
SUFFOLK EQUITABLE INSURANCE
SOCIETY, LTD., and are prepared to
accept Fire risks at current rates.

OLDF WILK & CO.
CHINA AGENCIES ARTIESBOLAG,
York Buildings,
Hongkong, July 28, 1911. 907

CHINA FIRE INSURANCE COM-
PANY, LIMITED.

NOTICE.

FROM this date, and during the absence
of Mr G. W. G. PEMBERTON from
the Colony, Mr H. T. HICKMAN has
been appointed ACTING SECRETARY
to the Company.

By Order of the Board of Directors,
H. A. SIEBS,
Chairman.

Hongkong, July 24, 1911. 948

THE WEST POINT BUILDING CO.,
LIMITED.

AN INTERIM DIVIDEND OF TWO
DOLLARS per Share for the Six
months ending 30th June, will be payable
on SATURDAY, 29th July, on which date
Dividend Warrants may be obtained on
application at the Company's Office.

The TRANSFER BOOKS of the
Company will be CLOSED from THURS-
DAY, the 20th July to SATURDAY, the 29th
July, (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment & Agency Co., Ltd.

General Agents for
THE WEST POINT BUILDING CO., LTD.
Hongkong, July 11, 1911. 808

THE HONGKONG LAND INVEST-
MENT & AGENCY COMPANY,
LIMITED.

AN INTERIM DIVIDEND OF THREE
AND A HALF DOLLARS per
Share for the Six months ending 30th
June, will be payable on SATURDAY,
29th July, on which date Dividend War-
rants may be obtained on application at the
Company's Office.

The TRANSFER BOOKS of the
Company will be CLOSED from THURS-
DAY, 20th July to SATURDAY, the 29th
July, (both days inclusive), during
which period no transfer of Shares can be
registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, July 11, 1911. 809

Popular -

ASAHI BEER

Obtainable Everywhere.

SOLE AGENTS

MITSUI BUSSAN KAISHA.

Hongkong, December 17, 1910. 1-22

CHEONG HING.

HAS ALWAYS ON HAND

A LARGE ASSORTMENT OF

JUNKS, PORCELAIN, JADE-STONE,

AND SILK EMBROIDERIES.

INSPECTION SOLICITED.

HONGKONG, No. 77, QUEEN'S

ROAD CENTRAL.

Hongkong, October 14, 1910. 1258

Intimations.

The Wrong

WAY TO READ.

If you have to hold the print
too far away to see clearly, the eyes will
be strained to make out the fine print.
If you have to hold the print too close
that will strain the muscles of the eye.
Either way is bad.

See us and have the satisfaction
of using a pair of right fitting,
right seeing glasses.

CLARK & Co.
SCIENTIFIC OPTICIANS
YORK BLDG., CHATER RD.
HONGKONG

Hongkong, February 14, 1911. 77

HOME-MADE MINERAL

WATERS.

BETTER THAN FACTORY-MADE

Why continue purchasing

factory-made Mineral

Water? Make your own

Mineral Water at home

at a cost of 80 cents a

dozen Syphons. Then

you know the water is

pure, and contains no

diseasogenic germs. With the

"Sparklet" Syphon

and a dozen Bulbs you

can make a dozen

Syphons of delicious

Mineral Water and the

cost less than if you buy

factory-made Mineral

Water. All Chemists

and Stores sell "Sparklet" Syphons

and Bulbs.

Price of Syphons.....\$2.00 each.

Bulbs.....0.90 per box.

Wholesale Price:-

Syphon per doz.....\$18.00 f.o.b.

Bulbs per doz. boxes.....\$ 8.00 f.o.b.

KWONG SANG HONG, LTD.,

WHOLESALE AGENTS,

246 and 248, Des Vœux Road Central,

HONGKONG.

行發總

司公限有行生廣港香

Hongkong, March 1, 1911. 294

YEE SANG FAT,

OPPOSITE POST OFFICE.

TAILORS AND OUTFITTERS.

STYLE AND FIT

GUARANTEED.

NEW STOCK

Helmets (Cork and Rubber).

RAIN COATS.

BATH ROBES

AND

SUMMER UNDERWEAR.

Hongkong, Sept. 20, 1910. 7814

THE EQUITABLE LIFE ASSURANCE

SOCIETY OF THE UNITED STATES.

SHEWAN, TOMES & CO.,

GENERAL MANAGERS, HONGKONG.

J. T. HAMILTON, GENERAL MANAGER

FOR THE EAST, TOKYO.

Total Assets Dec. 31, 1910...\$494,715,923

Surplus.....80,066,469

Dividends to Policyholders

1910.....10,575,157

Total paid Policyholders 1910

53,439,380

Total Expenses for 1910</

The most refreshing Perfume for the hot season—

SWEET LAVENDER!

Watson's Specialities:—

Ye Old English Lavender Water

A DELIGHTFUL PERFUME

Lavender Talcum Powder

PURE, REFRESHING, LUXURIOUS. FOR TOILET AND NURSERY.

Ye Old Mitcham Lavender Soap

SUPERFINE QUALITY. AN IDEAL SOAP FOR SENSITIVE SKINS.

A. S. Watson & Co., Ltd.,

CHEMISTS BY APPOINTMENT TO H.E. THE GOVERNOR.

NEW RECORDS and MACHINES

BY EVERY MAIL

MOST UP TO-DATE STOCK**300 Machines and 12,000 Records**

TO SELECT FROM

S. MOUTRIE & CO., LTD.,

SOLE DISTRIBUTORS.

Hongkong, April 16, 1907.

WM. POWELL,

LIMITED,

BABY**CARRIAGES.**

ENTIRELY NEW STOCK

IN

Wicker and Coloured**Upholstery****Furnishing****Department.****ALEXANDRA BUILDINGS.****VICTORIA THEATRE.**

DES VŒUX ROAD CENTRAL.

7.15 P.M. to 8.45 P.M. AND 9.15 P.M. to 11.15 P.M.

THE FINEST and COOLEST HALL in the COLONY.

LONDON'S NEW AND COMPLETE

Coronation Pictures

Showing Illuminations and Investiture of H.B.H. THE PRINCE OF WALES.

The Great Star

FRANK MELROSE

fore; they are at enmity with each other. Surely it ought to be evident by this time that both Government and people are one, and that what makes for the development and enrichment of the people will, in the long run, be for the strengthening of the Government when it is supported by the suffrage of the people and when the people are determined to trust and follow their rulers. Mutual distrust can only spell friction. Of course, there is the inevitable shy at the foreigner, and in connection therewith a further bit at the Chinese Government. It is pointed out that whatever foreigners may suggest is at once complied with, without discussion and without demur; on the other hand, whatever the people of China may say on any matter is flung on one side and no attention is paid thereto. Such an attitude is interesting as showing that the Chinese people, in their literary representatives, do not trust their rulers and will not allow them to have a hand in any national enterprise if they are able to prevent it. Of course, as in most cases, the Government will win the day if it is determined to follow its course, for the man with the rifle is invariably more powerful than he who has but a stick.

The leaders of the modern movement in China are resolutely opposed to the Government meddling in commercial matters. Unfortunately, they are unable to see these enterprises through themselves with anything like speed and safety, and so there is generally little to choose between Government interference and allowing things to remain as they have been in the past. This hardly applies to the China Merchants Steamship Company, of course, but, generally speaking, the sentence is only too correct when applied to other enterprises in native hands in China.

NEWS OF THE DAY.

To-day's quotation for Para rubber, per Messrs Vernon and Smyth, is 4s. 8d.

The German Mail of the 28th June was delivered in London on the 28th July.

Lord Curzon has issued an appeal for £100,000 to provide for new premises for the Royal Geographical Society.

The Gaekwar of Baroda has invited a number of Morris dancers from Berkshire to go to Baroda and introduce the dances there.

There has been a panic in the cotton market in the States. Unexpected rains have caused the situation and now a record crop is looked for.

"Tom Brown," of Rugby schoolboy fame, the hero of the fight with "Slogger" Williams, was 87 the other day—the Rev. Augustus Orlebar, vicar of Wellington for 53 years, and Rector of Dean of Haynes, Bedfordshire.

A new steam tugboat built by the Taikeo Dock and Engineering Co., was successfully launched on Wednesday in the presence of a large concourse of people. As the vessel left the slipway it was duly christened "Taikeo" by Miss Gregory.

Within the last few months the mail from Seattle to Japan and China has been burdened with mysterious packages outwardly resembling cans of fruit or vegetables, and an investigation by the postal authorities has disclosed the fact that Opium has been having the bodies of relatives cremated and have mailed the ashes to China and Japan for burial, thus saving freight bills.

A London wire to Colombo states that the Rubber Share Trust and Finance Company, Limited, have made a profit for the year of £28,500. No dividend is declared, all the profit being carried forward owing to the heavy depreciation in securities amounting to £190,000 sterling. This is the Trust's first year. Its holdings include Linggis, Selangor, Vallambrook, Petalings and interests in other prominent Malay companies.

The N. D. L. Liner Goeben, on her arrival at Colombo on the outward trip, reported a fatal case of cholera during the passage from Naples to Port Said, the victim being Mr. E. W. B. Royds, an Englishman who was bound for Australia on a visit to his son. Mr. Royds, who was about sixty years of age, was travelling alone. At Naples he went ashore and had some fruit. He was taken ill soon after the ship sailed, and died in about 24 hours. The body was buried at sea.

PREPARE FOR EMERGENCY. RIGHT in your business season when you have the least time to spare you are most likely to take diarrhoea and loose bowels, unless you have Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand and take a dose on the first appearance of the disease. For sale by all Chemists and Storekeepers.

SOCIAL AND PERSONAL.

General Sir John French has been appointed Aide-de-Camp General to King George, vice General Sir William Nicholson who vacates the position on his recent promotion.

Mr P. Foster Nicholson, late general manager of Taikeo Dockyard, Hongkong, has been appointed managing director of the firm of Hawthorn and Co., Ltd., Leith, Scotland.

THE CIRCUS.

No Performance To-night. Owing to the Typhoon there will be no performance of the Circus to-night.

THE HANDMANS.

Messrs Moutrie and Co. inform us that the "Simla" is lying outside with the Bandmann Opera Company on board, but as passengers are unable to land, the opening performance for to-night is postponed.

MILITARY NOTES.

Lieutenant D. Arthur, M.B., Indian Medical Service, passed in subjects (ii) and (iii) at an examination held in the Command in May, 1911.

The following details arrived in the Command from Calcutta on the 23rd instant, per s.s. Armaton Appeal:—No. 4 Co. H.K.S.B., R.G.A.—3 men; No. 4 Co. H.K.S.B., R.G.A.—1 Native Officer and wife, and 14 men.

Lieutenant D. G. Courtney, R.E., is struck off the strength of the Command from July, 1911 inclusive.

Consequent on expiration of 60 days privilege leave granted to Col. H. D. McIntyre, 8th Rajputs, the following officiating appointments are made from 1st June to 30th July, 1911:—

Major A. C. Ralph to be officiating Commandant; Captain H. C. Cutler to be officiating Second in Command; Captain T. A. Davis to be officiating Double Company Commander in addition to his other duties as Double Company Officer.

SPORTING.**Lawn Tennis.**

At the Kowloon Cricket Club on Wednesday afternoon the finals in the postponed lawn tennis competitions took place. S. E. Green beat C. Fittok 6-0, 6-1, 6-2 in the final for the championship. The prizes were distributed subsequently.

The prize list was as follows:—CHAMPIONSHIP Winner, S. E. Green runner-up, C. Fittok; 3rd, O. H. Rose, S. S. HANCOCK, "A" Class, S. E. Green; runner-up, E. Graham. S. S. HANCOCK, "B" Class, E. R. Ansdley; runner-up, R. J. Brown. PROFESSIONAL PAIRS, L. Le Breton and C. H. Rose; S. E. Green and T. Chee. HANDBALL DOUBLES, S. E. Green and T. Chee; C. W. Jeffries and P. Wolff. CHAMBER—Batting, 1st Eleven, Capt. Banbury; 2nd Eleven, W. Curwen. BOWLING—1st Eleven, F. J. de Rome.

CLUB DE RECREO E CIVIL SERVICE. The Club de Recreo were visitors to the Civil Service on Wednesday afternoon when the visitors were victorious. The results were as follows:—J. J. V. Remedios and F. Remedios beat Hutchinson and Wood, 7-4; beat Dawson and McEwen, 8-3; and lost to Dr. Atkinson and Fiden 1-10. E. Leito and Fina lost to Dr. Atkinson and Biden, 6-8; beat Hutchinson and Wood, 7-4; beat Dawson and McEwen, 7-4. P. L. Rom and F. Gutierrez beat Dawson and McEwen, 8-3; beat Hutchinson and Biden, 7-4 and lost to Dr. Atkinson and Biden, 3-8.

Water Polo.

87th Co., R.G.A. v. K.O.Y.L.I. At the Victoria Recreation Club's enclosure on Wednesday evening the postponed match between the 87th Co., R.G.A., and the K.O.Y.L.I. was played off. The former were not long in settling their first goal and before half time they had increased their lead by two more. The K.O.Y.L.I. put up a good fight and succeeded in scoring one goal. After the interval the R.G.A. scored again and the result was 4 goals to 1 in favour of the gunners.

Evening Sports.

The V.R.C. are to commence the night fete again on Saturday night at the enclosure when good sport is promised as a very fine programme of events has been arranged.

International Lawn Bowls.

ENGLAND AND SCOTLAND. A very interesting game of lawn bowls, which was a sort of international contest between teams representing England and Scotland, for the best of three matches took place on the Civil Service green on Wednesday evening. Scotland's representatives were soon leading and playing consistently obtained a score of 24 to 6. England, however, soon came up and were not long in reducing the lead of their opponents. The scores were:—

ENGLAND. O. Bond, G. K. Haxton, A. Blower, D. Cooper, C. G. Pile, C. Alexander, L. E. Brett (skip) 18. SCOTLAND. G. K. Haxton, D. Cooper, C. Alexander, C. Ramsey (skip) 30.

THE POLITICAL ORISIS.**MR BALFOUR EMPHATIC.**

(Reuter's Service to the China Mail.) LONDON, July 26. The Times in a leading article trusts that Mr. Balfour's letter will profoundly modify the aloquence of the speakers at the banquet to Lord Lansdowne. Lord Milner, Lord Salisbury, Mr. Austen Chamberlain and others must realise that they have no power except to damage the party.

LATER. Mr. Balfour's letter is most emphatic. It states: "With Lord Lansdowne I stand. With Lord Lansdowne I am ready if need be to fall. Is there anything worthy to be called fighting in the course recommended by friends of ours in canvassing against Lord Lansdowne? Is it heroic to fail to see that it requires the exercise of any military virtue?"

THE CONSERVATIVE PRESS.

A better feeling is evident in the Conservative press which announces that the dinner to Lord Lansdowne is in no way intended as antagonistic to Mr. Balfour or Lord Lansdowne. The Standard, which has hitherto been recalcitrant, says that it is better to follow the party leaders in their possibly erroneous strategy than to render strategy ineffectual by failing in discipline.

The Daily Mail says that it is sheer folly to disregard Mr. Balfour's definite lead. The Morning Post adheres to its views, but ridicules the idea of a party split.

CONFIDENCE IN MR BALFOUR.

The City of London Conservative Association yesterday passed a vote of confidence in Mr. Balfour.

UNIONIST MEETING BROKEN UP.

A meeting of Unionist M.P.'s held yesterday to protest against the treatment of Mr. Asquith was invaded by unruly members. Much recrimination ensued and the meeting broke up without result.

THE HALSBURY BANQUET.

(Reuter's Service to the China Mail.) LONDON, July 27.

The guests at the Halsbury dinner, which took place last night, included some of the most prominent Unionist members of both houses.

The latest adherents to Lord Selbourne's party are Earl Waldegrave, chief Unionist Whip in the House of Lords, Viscount Churchill, Unionist Whip in the House of Lords, Lord Roberts, the Marquis of Winchester and the Earl of Plymouth.

Lord Selbourne on toasting Lord Halsbury read a telegram from the Rt. Hon. Joseph Chamberlain heartily supporting the views of the party.

Lord Selbourne made an extremely strong fighting non-surrender speech, declaring that a division of the party would be made solely on the creation of new peers, when that issue was passed they would close their ranks again.

Lord Halsbury on rising received a most vehement ovation. He appealed to the party to resist the bill to the bitter end.

POSSIBLE RESIGNATION OF LORD LANSDOWNE AND MR BALFOUR.

LATER. Lord Rosebery has had an audience with the King at Buckingham Palace. Some of the Unionist papers anticipate that Lord Lansdowne and Mr. Balfour will resign their leaderships if their party rejects their advice.

BOMBS ON A RIVER STEAMER.**Suspected Revolutionist.**

While cleaning out a cabin on the s.s. Kwong ng while in Canton one of the boys was surprised to find two cylindrical shaped drums, which afterwards were found to be bombs.

It appears that a respectable looking Chinese man went on board the boat in Hongkong about 4.30 p.m. on the 24th inst. and engaged a berth. He left some luggage and about 8 o'clock he returned with a wicker basket and a portmanteau which were carried by a coolie. He gave the name as Fung Tai Chi and was the only passenger in that cabin. On arrival in Canton he left with his luggage and it was about 8.30 a.m. the same morning when the boy found the bombs concealed under the lower berth. The bombs were handed over to the Customs authorities.

It is believed that the man was a revolutionist, but in seeing the strict watch kept by the Customs authorities he thought it better to leave the bombs in the cabin than to be caught with them.

COUNTY CRICKET.

(Reuter's Service to the China Mail.) LONDON, July 27.

In the County Championships commenced on July 24 the results are follows:—

Middlesex beat Worcester by 10 wickets (played at Lord's).

Surrey beat Derby by an innings and 214 runs (played at the Oval).

LATER. The Essex v Lancashire match was drawn. (played at Leyton).

THE AUSTRALIAN CRICKET TEAM.

(Reuter's Service to the China Mail.) LONDON, July 27.

P. F. Warner and E. J. Smith, who play for Warwickshire, have accepted an invitation to join the cricket team for Australia.

GREAT DAILY MAIL AVIATION RACE.

M. BEAUMONT WINS. Great Enthusiasm.

(Reuter's Service to the China Mail.) LONDON, July 26.

M. Beaumont started from Bristol at 4.50 and M. Vedrines at 4.52. Hamel left Edinburgh at 3.38.

M. Beaumont has won the Daily Mail 1010 miles aviation race in 22 hours, 28 minutes. He exhibited amazing skill and endurance. On landing at Brooklands he received a great ovation and was shouldered by the crowd.

M. Vedrines was second, finishing in 23 hours, 34 minutes. The ovation was renewed on his landing.

Crowds assembled at Exeter, Salisbury and Brighton and the greatest enthusiasm prevailed in the last stages. M. Vedrines' gallant effort to overtake the leader was followed with the utmost excitement.

The next competitors have just left Glasgow.

NEW REGULATIONS.

(Wah Tat Yat Po's Service.) Peking, July 26.

An Imperial Edict orders the provinces of Kwangtung and others to cancel all the limitations and stop the various taxes in connection with the opium habit suppression after the amendments to the new regulations.

POSTAL IMPROVEMENT.

(Wah Tat Yat Po's Service.) Peking, July 26.

The Board of Communication has negotiated with Belgian bankers for a loan of \$2,000,000 for the improvement of the postal service. It is said that an agreement is being prepared.

FRENCH TROOPS LEAVE PEKING.

(Wah Tat Yat Po's Service.) Peking, July 26.

A detachment of the French troops stationed in Tientsin and Peking have been ordered to Shanghai at short notice.

PROBABLE TROUBLE IN MANCHURIA.**VICEROY'S WARNING.**

(Wah Tat Yat Po's Service.) Peking, July 26.

H.E. Chao Urh Shin, the new Viceroy of Manchuria, has wired to the Cabinet that there are signs of serious trouble appearing in Manchuria. The Cabinet was alarmed on receipt of the news.

TERRIBLE RAIN STORM IN TOKYO.**FORTY-EIGHT DEATHS.**

(Independent News Agency's Service to the China Mail.) Tokyo, July 27.

A terrible rain storm was experienced at Tokyo and its vicinity last night resulting in many landslides, and the destruction of houses. A number of steamers have been stranded and several shipwrecks have occurred. Forty-eight deaths have been reported in Tokyo alone.

THE MOROCCAN QUESTION.**SITUATION GRAVE.**

(Reuter's Service to the China Mail.) LONDON, July 26.

The *Koelnische Zeitung* in the course of an inspired article states that the question of compensation to Germany for not opposing French proceedings in Morocco was no longer a colonial question, but a question of power which must be decided by Europe.

ATLANTIC FLEET RETURNS TO PLYMOUTH.

The *Western Morning News* of Plymouth states that the Atlantic battleship fleet, fifth cruiser squadron, presently at Crowsley, should have sailed for Norway to-day, but the Admiralty ordered its return to Portsmouth. This is believed to be in consequence of the latest phase of the Moroccan question.

ONLY A CHANGE OF PROGRAMME.

LONDON, July 27. A Reuter's Message states that the abandonment of the Atlantic Fleet's visit to Norway was due to a change of programmes of the Home and Atlantic Fleets and was not connected with the Moroccan Question.

NO NEW FACTOR.

No new factor supervened at yesterday's conferences which were held as the Ministers desired to hear orally from Sir Francis Bertie (British Ambassador at Paris) the French views of the situation.

BRITAIN'S CONFIDENCE IN FRANCE.

The British Government adheres to Mr. Asquith's statement made on July 6th and is convinced that any settlement outside Morocco which France accepts will not be prejudicial to England.

HOME RACING.**THE GOODWOOD CUP.**

(Reuter's Service to the China Mail.) LONDON, July 26.

The probable starters and jockeys are:—

Royal Bealin, Earl. Kilbroney, Walter Griggs. Yellow Slave, Maher. St. Crispin, H. Jones. Martingale II, Martin. Bryony, Kuxley.

GOODWOOD PLATE.

The results of the Goodwood Plate was as follows:—

Ignition..... 1
Fillo..... 2
Cardinal Beaufort..... 3
Six runs. Ignition won by four lengths. Six lengths separated second and third. The betting was:—
40 to 1 against Ignition.
5 to 4 on Fillo.
4 to 1 against Cardinal Beaufort.

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**AND IT IS THE BEST NOW.**

HONGKONG'S NAR-
ROW ESCAPE.TYPHOON JUST MISSED THE
COLONY.

Goes to Macao.

In spite of the Observatory forecast that the wind would freshen considerably and the weather become equally last evening, the beautiful starry night gave absolutely no indication to the uninitiated that a typhoon was gathering force in the immediate vicinity of the Colony. So much so that every one of the numerous Canton steamers left punctually to schedule time. At the western end of the Prata up to a late hour, 11 p.m. to be precise—great big junks were lying alongside the wharves discharging their cargo into the godowns, while smaller craft were also being dolged here and there in the harbour with their living freight between ship and wharf and the shore. Up to midnight everyone of the ocean-going steamers and the smaller coasters was lying at anchor at their moorings. But as the night wore on and the glass continued to fall ominously, the vessels at their buoys one after another began to cast off until the Central Fairway became quite deserted by the hour of dawn. Away out in the western anchorage a fine four masted was riding at anchor with none of her masts struck and the huge hull of the mammoth Tanyu-Maru showed up against the background formed by Stonecutters. Behind the island several Saigon and South traders had taken shelter and Yumati Bay was studded with smaller vessels notably the fleet of steel lighters that are such a conspicuous feature of Victoria Harbour.

Launches gallantly maintained the service to and from Kowloon as long as possible and it was not until after the firing of the rockets and the hoisting of the black cross over the drum from the yard-arm of H.M.S. Tamar that the "double-enders" made for a place of safety. They turned for shelter in the direction of Kowloon Bay. The span of water across the harbour was negotiated with comparative ease, but they had to battle against wind and tide round Blackhead's Point before they reached the smooth waters of the Bay. One of the Indo-China Co.'s steamers not having steam up obtained the assistance of the Dock Co.'s tug, the David Gillies, to tow her into Kowloon Bay. In the Naval cutter at Tim-sha-tai there was a solitary vessel behind the breakwater. In the Admiralty Tidal Basin off the Naval Dockyard most of the vessels of the Navy had gone for safety. Among others was the powerful tug Atlas beside which was the old Vivian now out of commission. It was a pitiable sight to see a dismantled sampan in Yauchai Bay being towed helplessly about on the crest of the waves. The frail little boat was wholly unmanageable and it must be surmised that in her condition on the billowy waters her occupants could hardly have succeeded in escaping a watery grave.

At the time of writing the information obtainable from the Observatory officials was to the effect that the typhoon was S.E. of Hongkong and approaching the neighbourhood of the Colony. A violent gale with squalls of typhoon force was to be expected probably from northward and eastward.

Hourly barometric readings are obtained from the two principal lighthouse stations. From those at these lines were being written it would appear that Wagon was feeling the effect of the gale much more than the sister station southward. The respective barometer readings are:—

Gap Rock..... 29.29
Wagon..... 29.11

So far, thanks to the ample warning given of the impending storm, no report of any serious casualty has been received.

At half past nine this morning the Telephone Company informed us that the typhoon might be expected at any minute. A European build boat and two sampans have been picked up in the harbour by the water police.

Observed from the upper levels, the whole prospect was distinctly forbidding of evil. The river steamers were seen to leave their wharves about 7 a.m. and for an hour after this, the ships in harbour were busy heaving up anchors and making for snug corners to get out of the expected storm. Between 9 and 10.30 a.m. the wind was blowing a regular gale from the east, the gusts at intervals amounting almost to typhoon force. The harbour was lashed into foam and as the wind whistled merrily round corners and through traps on land one felt the eerie sensation peculiar to that experienced when a full typhoon is raging.

Towards noon, the wind, which by this time had moderated, veered round to the south and commenced making a most picturesque display on the harbour. As violent gusts force down the hill sides and struck what appeared to be a comparatively smooth surface of water, each stinging blow of wind seemed to lift the water into spray to a height of 40 or 50 feet and to hurl it along with great velocity. The appearance was exactly like drifting snow in a snow storm. On the lower level the high waves washed over the Prata. The lines in places were blocked with mud and metal and required cleaning up before the cars resumed running. Needless to say all business was at a complete standstill. The P. & O. steamer with the Pandemonium Opera Company on board has not arrived yet and the performance for to night has been cancelled. The funeral service was resumed during the afternoon.

The Star Ferry service also resumed at 3.45 p.m.

About 10 o'clock last night the typhoon appeared to be situated near the Pratas Shoal, a little to the west and moving to the westward. The barometer remained practically steady in Hongkong, and during the night the typhoon moved to the west of the Colony. At 7.25 o'clock this morning orders were given for the three bombs to be fired, an indication that the dreaded visitor was upon the Colony. Five minutes later the centre was rapidly approaching the island. Right on till about half past nine the wind was very high blowing in great gusts and gradually increasing. However, as the morning wore on, the wind considerably decreased and at 11.30 the glass was very low indeed, the centre of the typhoon passing between Hongkong and Gap Rock, moving in a W. N. W. direction. The barometer was 29.28 with the wind west by south the force being from nine to ten miles an hour subsequently increasing very rapidly in the centre to between 54 and 65 miles an hour. At ten minutes past noon the centre struck the col going to the west. This was about the worst period of the day and while the wind came for the most part in great gusts it looked as if we were in for a bad time.

Seen by a representative of the China Mail, Mr. Figg of the Observatory, said that the depression was first noted on the 21st inst. west of Bahington and it actually remained stationary for the next few days. Then it rose a little higher and met a second depression to the east. This latter typhoon moved backwards and the high pressure area moved towards Hongkong. Early yesterday morning it was noticed that the depression had a tendency to come towards Hongkong but at 3 p.m. it had moved somewhat to the west of the Pratas Shoal. All day the barometer rose regularly but very slowly and at 5 p.m. there was a big drop and the glass continued to fall until 10.30 to-day when 29.23 was reached about 11.30 which was the lowest point recorded.

Later it rose quickly and at 3 o'clock it read 29.51 and continued to rise. The wind veered from north to south and east and at Gap Rock it was backing from N.W. indicating that the centre passed between Hongkong and Gap Rock. Mr. Figg thought that the centre must have passed over Macao or very near there. Hongkong has had a narrow escape and the wind at its height over the Colony was between 16 and 18 miles an hour.

There is no doubt that Mr. Figg would have been justified in having the danger signals hoisted some two days ago as the depression was on the border of the 300 miles limit but as it was stationary it was decided to take the risk and to delay the actual warning as long as possible. Subsequent events have proved the decision to have been a wise one.

All the lesser craft had long before taken refuge as that the only damage recorded against the junks and sampans is that a large junk was smashed to pieces at Yauchai. It is believed that the crew are safe. Once again, undoubtedly for the last time, the masted at the Star Ferry wharf has been blown down. It had been in a somewhat dilapidated condition for some time owing to the new structure being erected so that, speculations having been prevalent in the Colony as to whether it would stand a severe blow or not, it was no surprise to see it give way before the fury of the elements. Everything is completely demolished except the main mast itself. The ticket boxes and the bookstall are all overturned while the debris was being rescued during the afternoon from one of the corners at Blake Pier.

The typhoon passed on to Macao and in all probability the neighbouring Colony would encounter the full force of the wind.

VOLUNTEER NOTES.

RIFLES.

Several members have failed to comply with Corps Orders dated 27. 6.11 regarding the return of rifles to the armoury. All members in possession of rifles are requested to return them to the Corps Armoury at once, as it is most essential that all arms should be overhauled before next drill season.

JOINED.
Mr. E. A. M. Williams joined the Corps on the 28th June, and was posted to the Infantry Company.
Mr. W. R. Farmer joined the Corps on the 12th July, and was posted to No. 1 Artillery Company.

RESIGNED.
Mr. D. Campbell joined the Corps on the 24th July, and was posted to the Scouts Company.

RESIGNED.
Günner A. A. de Carvalho of No. 2 Artillery Company is permitted to resign on leaving the Colony with effect from the 21st July.

ON LEAVE.
Sergeant H.S. Benn of the Engineer Company is granted an extension of leave of absence for 6 months with effect from the 1st July.

IN THE COURTS.

A man and woman were charged at the Magistracy this morning with kidnapping and the case was remanded.

A man was sentenced to three months imprisonment and four hours' stocks for stealing some clothing from the "s. s. Far." He brought a friend to testify as to his character but the police were able to prove that he had been banished both from Hongkong and Singapore.

A HOME NEST SITY.

HERE is one medicine that every family should be provided with and especially during the summer months, viz: Chamberlain's Colic, Cholera and Diarrhoea Remedy. It is almost certain to be needed. It costs but a trifle and never fails to give relief. Can you afford to be without it? For sale by all Chemists and Druggists.

GERMAN PRESS AND THE
CORONATION.Interesting Views on the
Position of England.

The Coronation, says the Berlin correspondent of the *Westminster Gazette*, is being made the subject of much comment in the German Press; and it is the cause of many interesting views of the present position of England and of the Empire. On the Coronation ceremony and festivities, themselves, it must be said that even the best-informed Germans show a curious lack of comprehension. This arises from their nationalistic attitude towards tradition, and from their negative attitude towards their own history prior to the creation of the new German Empire.

The German newspaper correspondents in London concentrate upon the anachronisms in the ceremony, and its dissociation from the realities of the modern state; and their descriptions are punctuated with expressions of surprise at various incongruities, which seem so obvious to them that predictions are even heard that future British Sovereigns will be crowned with "reformed" coronation.

Only one critic, writing in a Hamburg newspaper, tries to find a real harmony between the feudal ceremonial at Westminster and the democratic tendencies elsewhere. "The English people," he says, "alone of European peoples, can almost to the last man, cherish picturesque dead forms, because these forms are associated with a past which the Englishman respects. He respects this past, because he has escaped from its bad side. Most other European peoples still live under the domination of the past, including the bad side; and to them in the feudal emblems and ceremonies of Coronations remind them of a living discontent from which England is free. On the Continent a Coronation is carried through for a few; the majority look on it with emity or indifference. In England alone the fact that a King is crowned creates no sense of injury in any class."

BARRIERS AND CONTINENTAL CONTRASTS.

The Berliner Tagblatt also contrasts British and Continental conditions; and says: "We drag along old forms patiently, because we do not trust ourselves to give our public life new contents. The Englishman less himself take pleasure in his ancient Coronation pomp, because it does not hinder the businesslike unceasing transition into a new epoch of British Imperial history. Amongst us a festival like the British Coronation would push every public interest out of the way for weeks and months. In England side by side with all the show and all the marbles, the public interest goes on. The political work continues; the pulsing life on this greatest of all the world's States is in no way crushed under the weight of festivity. The Crown is in the last instance the bond which holds together the independent members of the Empire."

The Coronation, says this writer, has its significance in the unity of the Empire; in the fact that from the first peer to the poorest dock-labourer, Englishmen have a feeling of national pride.

In a pamphlet describing the Coronation, a South German writer Herr Oskar Bluth, who shows considerable knowledge of British Imperial politics, predicts that the Empire is not yet at its zenith, "but is about to effloresce in new greatness." The twentieth century, he predicts, will see no territorial increase, but "an evening up of the culture of the races which make the Empire, so that the Asiatic peoples now under the British sceptre will come in on English terms, and Imperial federation will be accomplished on lines at present undreamed of."

RELATIVE NATIONAL UNITY.

Herr Bluth describes England as "the only European country in which there is an absolute identification of State and people." He says that "even in France, which is nearly as free as England, and more devoted to equality, the idea of the State is regarded with emity by large masses. In England alone extreme democratic and even Socialist ideas are all excluded in the national cause; a fact which explains the strange phenomenon, unknown elsewhere, of British Socialists devoted to Chauvinism and militarism. Ridiculous and inconsistent in this last spectacle, it is a symptom of British national unity, which it would be vain to seek for in Germany, where Socialists, Radicals, and even the Clerical Centre have been denounced as enemies of the German national idea."

The foregoing descriptions of the scenes in the London streets emphasise the voluntary orderliness of the crowds and the good temper generally shown.

Herr Bluth, in his brochure, devotes several pages to this aspect of British civilisation, and says, among other flattering things, that "England is the only European country where the police are regarded with respect, and are even popular heroes. In Germany a tenth of the population lauds the police for 'keeping order,' among the other nations, but the nine-tenths regard them as an instrument of oppression. The English are on the side of order, and again alone in Europe, they have no pro-police or anti-police parties."

GERMAN NEWSPAPER'S TRIBUTE.

According to a *Reuter* telegram, the semi-official North German *Gazette* says: "The Coronation celebrations in London have been in brilliant and harmonious fashion. At every opportunity the respect in which the King and Queen are held by the people was given enthusiastic expression."

"We Germans noticed with thankful interest the hearty reception was accorded to Prince Henry by the Royal Family, by official circles, and by the people whenever they were recognised in public. However little the way of the members of our ruling family in England had to do with political purposes, it is nevertheless most encouraging indications which are likely to strengthen the friendly sentiments between the two nations."

OUR ENGLISH CROWDS.

A Foreign Visitor's Impressions.

Writing to the *Standard* a French spectator says:—The whole Coronation crowd had been suddenly deprived of its English nationality on Thursday, and had become, say, French; and if it had remained ignorant of its transformation, like Mr. Bullitude, in "Vice-Versa," many significant contrasts in its demeanour would have been remarked. Its appearance would have been different by just those touches of costume, physique, and mere toilet which build up the outward shape and bulk of a nation. Bits of braid would have started out of thousands of innocent chins and cheeks. The general dress would have become more uniform in character, especially in the male part of it, and would have tended to be black or dark.

Then, again, the English crowd has a special attitude on such occasions. It is not so obviously in a festive mood as a crowd of some other nation might be. If one took any ten square feet of the ground is occupied on Thursday, and examined whether the jostling neighbours who had been close up against one another for so many hours were amiable acquaintances by this time, one found that the independent groups of persons had hardly cooled at all. They were in a perfectly good temper, but they were not expansive. They did not widen the circle of their talk and reported; no momentary carnivalescentia were formed.

Along the Mall a clique of young men kept up a run of casual song, but it did not affect more than half a dozen people near them, nor pass up the line; or in another place the crowd would detach twenty persons from its standing files, and they would set themselves in a picknicking fashion, back against back for support, but when they stood up again the earlier relation which had developed was thrown off. But if there was no freedom in this respect, there was no antagonism.

A WORD AND A BLOW.

One man, indeed, struck another man with his fist, and the blow was returned, but this created quite an incident. The police on the edge of the crowd inquired and intervened. It was instantaneous, and no acrimonious remainder of words was interchanged. It was one of the extraordinary accidents of anger which could be seen during the day. The short, hot, disputes which enliven the behaviour of a French crowd, for instance, were entirely absent, and it was difficult and indeed nearly impossible to hear the language of grumbling or resentment. Such necessities as the opening of an umbrella just as a procession was due, so that people behind feared to lose their opportunity of seeing, only moved the crowd to a good-humoured protest. Some tried to pull it out of the hand; some snote its surface of waterproof with their newspapers. There was no recrimination, and the umbrella was shut when its owner thought he or she had showed sufficient determination. Again, the approach of the showers of rain did not cross or even ruffle the anticipations of the people; when the rain broke through it was received with a sort of cheer.

Through all the hours of mere place-keeping the crowd kept up a kind of low group-to-group or man-to-man talk. It experimented with stunts, standing up on them and bearing their breakdown with good-humour. One member of it produced an effectiveawl and bored a hole in the palladium of Whitehall; then a book was dexterously inserted as a foothold. The first procession came, and this member climbed to his place of advantage. He was removed; his instruments were confiscated, and he remained without murmur on a pedestrian equality with others. The crowd cheered his first success and cheered no less the final success of the protesters and police.

A COLLISION WITH THE POLICE.

When the people came in any way into collision with the police who had to regulate it—as it did at about 8 a.m. on the south corner of Whitehall and Trafalgar-square—it came into collision with them against its intention. It had everywhere the will to abide by the orders of its officials, and hanted rather than stormed at them, as a French crowd might have done, to express its discomfort. Again, it was extraordinarily English in its admiration of the troops. A French crowd would have put into its admiration the thought of the Army, its own honour, and its own experiences in military service. It would have felt the military tradition in which it had been educated itself, and it would have seen the troops as continuous examples and upholders of that tradition. But the English crowd admired the troops, almost as a separate and perhaps privileged class is admired. One could see that there was no conscript service in England, and that it was rare for a man of those present to come into contact even with the gulf aspect of military life. Another evidence of this feeling was shown by the medals which appeared on the civil dress of many people in the crowd, testifying to the sense that there was some separation between an English civilian and an English soldier.

INTERNATIONAL COUNTERPARTS.

The true sympathies of the English crowd were fully shown on Thursday, though they were shown in no national fashion without a perpetual run of excitement and exuberance. From a spectacular point of view it was the Indians and Abyssinians that caught the people's immediate favour and admiration. Not from a political point of view, in the first procession, voluntary and very amiable salutations were given, not only to the Japanese representatives, but to the German Crown Prince. It was obvious that the crowd, in spite of all panics, preserves hopefully in its mind the knowledge of German goodwill, and the idea of a German entente is reconstructive of the international friendship as the French entente has been. And the English attitude to their Majesties was probably distinct from what would be the attitude of any other nation to their royalty at the present time. It had a peculiar character, which has only attached to it at the last two Coronations within recent centuries, and on which stress was laid on Thursday. The crowd regarded their Majesties as altogether in a personal relation with themselves, and not at all in an official relation. "The secret of your liking for your King," said a foreigner, "is that he does not fear you; therefore he cannot offend you; he is apart from the sources of the national discontent, and you are always sure that he is upon your side." "One asks," said another, "if you really like your King? Look at your crowd, it is almost—ill, he comes. In Paris, when a foreign potentate makes a procession, we stand in the streets shouting, singing, using rallies. When King Edward used to pass incognito we did not contain ourselves. Yet, you compensate when your King actually passes. You are a nation with concentration, and you are a nation with out party or division where your royalty is concerned!"

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The Hand of Venus, by J. Morgan de Gros.

A True Woman, by Baroness Orczy.
Robinetta, by Kate Douglas Wiggin.
The Vision of Balmorra, by G. B. Burgin.
Honour's Fetter, by May Wynne.
Some Happenings of Glendalyn, by Dorothy Conyngham.
The King over the Water, by Justin Huntly McCarthy.
Winding Paths, by Gertrude Page.
Mrs. Thompson, by W. B. Maxwell.
The One Way Trail, by Ridgwell Calum.
The Land of Promises, by Stanley Portal Hyatt.
The Pick Shop, by Fergus Hume.
Moll of the Toll Bar, by Theodora Wilson.

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83 a, Queen's Road Central,
Hongkong, February 9, 1911. 194

The English crowd was content to have seen and cheered. Parts of a Latin crowd would probably have been moved to actual tears of joy, and for a dozen minutes impressions of the young royalties and their position would have been exchanged. The moment of their passing would have been the most "sentimental" moment of the day, evoking a mood distinct from the mood which centres upon the King and Queen, and soothing the mind of the crowd with the sense of the future destinies and opportunities of the nation. And this would have come out in expressions, comments, ejaculations. The English crowd felt the same emotions, but did not express, comment, or ejaculate.

INTERNATIONAL COUNTERPARTS.

The true sympathies of the English crowd were fully shown on Thursday, though they were shown in no national fashion without a perpetual run of excitement and exuberance. From a spectacular point of view it was the Indians and Abyssinians that caught the people's immediate favour and admiration. Not from a political point of view, in the first procession, voluntary and very amiable salutations were given, not only to the Japanese representatives, but to the German Crown Prince. It was obvious that the crowd, in spite of all panics, preserves hopefully in its mind the knowledge of German goodwill, and the idea of a German entente is reconstructive of the international friendship as the French entente has been. And the English attitude to their Majesties was probably distinct from what would be the attitude of any other nation to their royalty at the present time. It had a peculiar character, which has only attached to it at the last two Coronations within recent centuries, and on which stress was laid on Thursday. The crowd regarded their Majesties as altogether in a personal relation with themselves, and not at all in an official relation. "The secret of your liking for your King," said a foreigner, "is that he does not fear you; therefore he cannot offend you; he is apart from the sources of the national discontent, and you are always sure that he is upon your side." "One asks," said another, "if you really like your King? Look at your crowd, it is almost—ill, he comes. In Paris, when a foreign potentate makes a procession, we stand in the streets shouting, singing, using rallies. When King Edward used to pass incognito we did not contain ourselves. Yet, you compensate when your King actually passes. You are a nation with concentration, and you are a nation with out party or division where your royalty is concerned!"

BEST OBTAINABLE.

YOUR physician cannot prescribe a better remedy than Chamberlain's Colic, Cholera and Diarrhoea Remedy for bowel complaints, and the few will far exceed the cost of a bottle of this famous medicine. Get it to day and be prepared. It never fails to bring relief. For sale by all Chemists and Druggists.

HONGKONG—NEW YORK
REGULAR SAILINGS via PORTS and SUEZ CANAL.

(WITH LIBERTY TO CALL AT MALABAR COAST.)

FOR NEW YORK:

S.S. SIKH..... On or about 16th August.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents

NATAL LINE OF STEAMERS.

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS
with transhipment at CAIRO, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO., LTD.
AND "APCAR LINE"
Proposed Sailings from Hongkong

Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
G. APCAR.....	29th July	UMZINTO	15th August
KUTSANG.....	8th Aug.		

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents

EXPANDED METAL

FOR PLASTER WORK AND RE-INFORCED CONCRETE CONSTRUCTION

AS USED IN
NUMEROUS
IMPORTANT
WORKS
IN
GREAT BRITAIN
AND
AMERICA

FOR
CEILING,
PARTITIONS,
EXTERIOR
WALLS,
FOUNDATIONS,
FLOORS,
ROOFS,
&c.

THE PREMIER REINFORCING MEDIUM
STOCK LIST, PAMPHLETS, AND PRICES ON APPLICATION.

Quotations for any description of Machinery or Engineering Plant on application to

DODWELL & CO., LTD., MACHINERY DEPT.

OREGON PINE
LUMBER.

LARGE STOCK OF ALL SIZES ON HAND.

The British Wood Preservative

"ANTHROL"

Destroys WHITE ANTS and prevents decay

DODWELL & CO., LTD., Agents.

HARVEY'S SPECIAL WHISKY.

On and after the 28th July, 1911, the Agency for the above

Whisky is transferred to Messrs MACLEWEN, FRICKEL & Co.

DODWELL & CO., LTD.,

AGENTS,
JOHN & ROBERT HARVEY & Co., Ltd.

INVESTED FUNDS Over £2,000
over £12,000,000. PAID DAILY IN CLAIM

THE STANDARD LIFE OFFICE.

\$1,000 POLICY FOR \$2.08.

The above monthly premium will secure a \$1,000 Policy on a

good life aged 25 next birthday.

PREMIUMS BY MONTHLY INSTALLMENTS

WITHOUT EXTRA CHARGE.

For rates and full particulars apply to

DODWELL & CO., LTD., Agents.

THREE =

FAVOURITES



SOLE AGENTS.

H. Price & Co., Ltd.,

12, Queen's Road Central, Hongkong.

TELEPHONE No. 186.

Hongkong, April 18, 1911

Shipping

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL	REMARKS
LONDON & ANTWERP	SIMLA	About 28th July	Freight and Passage.
via SINGAPORE, PANG, CMB, PORT SAID & MARSEILLE	SOCOTRA	About 28th July	Freight only.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	DEVANHA	About 28th Aug.	Freight and Passage.
SHANGHAI	DELHI	Noon, 6th Aug.	Freight and Passage.
LONDON, via UNAL PORTS	SARDINIA	About 10th Aug.	Freight and Passage.
SHANGHAI, MOJI, KOBE, AND YOKOHAMA	DELHI	About 10th Aug.	Freight and Passage.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY CO'S.

ROYAL MAIL STEAMSHIP LINE.

EXPRESS LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

R.M.S. 'MONTAGUE' calls at MOJI instead of Nagasaki. The only line that maintains a regular schedule of service of 12 DAYS YOKOHAMA TO VANCOUVER.

SAVING 5 TO 7 DAYS OCEAN TRAVEL.

Proposed sailings from Hongkong and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From Quebec
'EMPEROR OF CHINA' SATURDAY, 12th AUG.	'EMPEROR OF BRITAIN' FRIDAY, 6th SEPT.
'EMPEROR OF INDIA' SATURDAY, 2nd SEPT.	'ALLAN LINE' FRIDAY, 29th SEPT.
'MONTAGUE' TUESDAY, 12th SEPT.	'EMPEROR OF IRELAND' FRIDAY, 20th OCT.
'EMPEROR OF JAPAN' SATURDAY, 23rd SEPT.	'ALLAN LINE' FRIDAY, 10th NOV.
'EMPEROR OF CHINA' SATURDAY, 14th OCT.	'EMPEROR OF BRITAIN' FRIDAY, 1st DEC.
'EMPEROR OF INDIA' SATURDAY, 4th NOV.	

'Emperor' Steamships leave Hongkong at 6 p.m. and 'Montague' at 12 Noon. All steamers of the Company's Pacific fleet and passenger steamers of the Atlantic fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Emperor' connects at Vancouver with a Special Mail Express train and at Quebec with Atlantic Mail Steamers as shown above. The 'Emperors of Britain' and 'Emperors of Ireland' are magnificent vessels of 14,600 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including meals and berth in sleeping car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R.M.S. 'MONTAGUE' carries only 'One Class' of Saloon Passengers (formed intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON: Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. ORADDOLE, General Traffic Agent, Corner Pedder Street and Praya (opposite Blake Pier).

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Shipping

U. S. MAIL LINE.

PACIFIC MAIL S. S. COMPANY.

SEMI-TROPICAL ROUTE.

Only line taking the water between the Pacific and the Atlantic via Honolulu Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TONS	FRIDAY	11th Aug. at 1 p.m.
KOREA	18,000	FRIDAY	11th Aug. at 1 p.m.
GIBBERIA	18,000	SATURDAY	22nd Aug. at 1 p.m.
MANCHURIA	27,000	FRIDAY	8th Sept. at 1 p.m.
MONGOLIA	27,000	SATURDAY	3rd Sept. at 1 p.m.
KOREA	18,000	FRIDAY	28th Oct. at 1 p.m.
GIBBERIA	18,000	SATURDAY	19th Nov. at 1 p.m.
MANCHURIA	27,000	FRIDAY	16th Dec. at 1 p.m.
MONGOLIA	27,000	SATURDAY	

* Twin Screws. — Via Manila.

All Steamers are equipped with Wireless Telegraphy.

The s.s. KOREA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokkaichi, Shimizu, Yokohama and Honolulu, on FRIDAY, the 11th August, at 1 p.m.

Fares: Hongkong to London £71, 10s. Return six months £120 2s. 6d. including Berth and Meals across America.

SPECIAL RATES (First Class only) Granted upon Application. To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil services located in Asia, to European Officials in the Service of the Governments of China and Japan.

To United States Ports: Commissioners of the United States Army, Navy, U.S. Fish & M.H. Service, U.S. Customs, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Consuls and Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points—Missionaries and their families.

INTERMEDIATE SERVICE.

Persia 9,000 Tons, FRIDAY, 4th Aug. at 11 a.m.

China 10,200 " FRIDAY, 1st Sept. at 1 p.m.

The s.s. PERSIA will leave for San Francisco, via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on FRIDAY, August 4th, at 11 a.m.

On the Fine MAIL-STEAMERS, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

Hongkong to London via Canadian Atlantic Port ... £43.

Hongkong to San Francisco via New York ... £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports for further information as to Passage and Freight, apply to the Agency of the companies, King's Building (opposite Blake Pier).

FRED J. HALTON, Agent.

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Shipping

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
TIEN-TSIN via SWATOW, TIENTAI, WU-HAI, WU & CHEFOO	CHEONGSHING	THURSDAY, July 28, at 4 p.m.
SHANGHAI	KWONGSANG	FRIDAY, July 28, at Noon.
MANILA	LOONGSANG	SATURDAY, July 29, at 2 p.m.
YUEN-SING	YUEN-SING	SATURDAY, Aug. 5, at 2 p.m.
SHANGHAI, MOBI AND MOI	FOOKSANG	TUESDAY, Aug. 8, at Noon.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG	TUESDAY, Aug. 8, at Noon.

RETURN TOURS TO JAPAN. (Occupying 21 days).

The steamers Kutsang, Nanyang and Fooksang leave about every 3 weeks for Shanghai, returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for first-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Taking Cargo on through Bills of Lading to Kuantai, Lahad Datu, Simporan, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SHANGHAI	LIEN	July 28, at 4 p.m.
TRINGTAU & CHEFOO	ICHANG	July 28, at 4 p.m.
HOIHOW & HAIPHONG	SINGAN	July 28, at 10 a.m.
NINGPO & SHANGHAI	KWELIN	July 28, at 4 p.m.
SHANGHAI	CHANG	July 28, at 4 p.m.
TSINGTAU, WEIHAU & TIENTSIN	HUTCHOW	Aug. 1, at 4 p.m.
CHEFOO & NEWCHANG	NANCHANG	Aug. 1, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'SANUL'.

AUSTRALIAN STEAMERS have superior accommodation, with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE. Twin Screw Steamers 'Tain' & 'Taming'. Saloon accommodation and Electric Fans fitted, extra state-rooms on deck, aft. Saloon accommodation of 'Tain' & 'Taming' is situated on deck, aft.

SHANGHAI LINE. FAST SCHEDULE TWIN SCREW STEAMERS (S.S. 'Anhui', 'Chienan', 'Lianan', 'Chihuan') with excellent passenger accommodation, Electric Light throughout and Electric Fans in State-rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailing. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

FARES:—\$45.00 Single. \$80.00 Return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36.

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Shipping

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship ARRAGON APCAR, Captain G. F. Buzon, will be despatched for the above Ports on SATURDAY, the 28th inst., at Noon.

This Steamer has Superior Accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified Doctor.

RETURN TOURS TO JAPAN. (Occupying 20 days).

Return tickets are available by the Indo-China Steam Navigation Co.'s Steamers.

Fare for round trip \$140.

For Freight or Passage apply to DAVID SASSOON & Co., Ltd., Agents.

Hongkong, July 27, 1911.

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Shipping.

PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY.HOMEWARD PASSENGER SEASON 1911.
PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES & LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to Colombo	Leave Hongkong	Connection Steamers from Colombo to Marseilles and London	Due Marseilles (Brindisi 2 days earlier)	Due Plymouth (London 1 d later)
Steamer	Tons	Ip.m. Sat. day	Tons	Sunday, Saturday
DELHI.....8000	Aug. 5	Moldavia.....10000	Sept. 3	Sept. 9
DEYANHA.....8000	Aug. 12	Mora.....11000	Sept. 17	Sept. 23
ARCADIA.....7000	Sept. 2	Mongolia.....10000	Sept. 30	Oct. 6
DELTA.....8000	Sept. 16	Mositan.....10000	Oct. 14	Oct. 20
ASSAYE.....7500	Sept. 30	Malwa.....11000	Oct. 28	Nov. 3
DELHI.....8000	Oct. 14	China.....8000	Nov. 11	Nov. 17
DEYANHA.....8000	Oct. 20	Macedonia.....10500	Nov. 23	Dec. 1
ARCADIA.....7000	Nov. 11	Marmora.....10600	Dec. 9	Dec. 15
DELTA.....8000	Nov. 25	India.....8000	Dec. 23	Dec. 29

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said. Accommodation in the connecting steamer from Colombo is definitely reserved in Hongkong or at time of booking.

FARES TO LONDON (including Surtax).

1st Saloon	£71.10 Single.	£106.14 Return.
2nd	£48.8	£72.12

In addition to the above Mail Steamers the following:-

INTERMEDIATE (Non-Transit) STEAMERS

WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due London
SYRIA	5900	July 26
SYRIA	6600	August 9
NORE	6700	August 23
SARDINIA	6500	September 6
SUNDA	4700	October 4

These Steamers call also at Singapore, Penang, Colombo, and Marseilles. FARES TO LONDON (including Surtax).

1st Saloon	£55.00 Single.	£82.10 Return.
2nd	£38.10	£57.4

For further particulars apply to

E. A. HEWETT,
Superintendent.MESSAGERIES MARITIMES
FRENCH MAIL LINES.FORTNIGHTLY SERVICE TO AND FROM EUROPE,
Via SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,
Via SHANGHAI.

For	STEAMERS	CAPTAIN	To SAIL
SHANGHAI, KOBE AND YOKOHAMA	TOURANE.	LANCELOT.	July 31, about 6 P.M.
MARSEILLES, Via Port	ARMAND BEHIC.	GODONNET.	Aug. 1, at 1 P.M.

TRANSHIPMENT on the Co's Steamers at Singapore for S. YATA, at Colombo for CALCUTTA, BOMBAY and AUSTRALIA, a Port Said for the LEVANT, CONSTANTINOPLE and BLACK SEA.
Through Tickets to London, via Paris, from £27.10 up to £71.10. 30 hours railway from Marseilles to London. Interpreters meet passengers on their arrival in Marseilles.
For further particulars apply toF. THOMAS, Agent,
QUEEN'S BUILDING.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH
Deutsche Dampfschiffahrts-Gesellschaft 'HANSA'REGULAR SAILINGS FROM JAPAN, CHINA, AND PHILIPPINES,
Via STRAITS AND COLOMBO,
TO HAVRE, BREMEN AND HAMBURG, AND TO NEW YORK.

TAKING Cargo at through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and North and South American Ports.

NEXT SAILINGS FROM HONGKONG

Outward.

For Shanghai, Kobe & Yokohama

S.S. AMBRIA	28th July.
S.S. ALESIA	9th Aug.
S.S. FREIENFELS	25th Aug.
S.S. SUEVIA	6th Sept.
S.S. SACHSEN	20th Sept.
S.S. BAYERN	6th Oct.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Homeward.

For Havre, Bremen & Hamburg	S.S. SPZELA	1st Aug.
For Havre & Hamburg	S.S. LIBERIA	9th Aug.
For Rotterdam, Hamburg & Antwerp	S.S. SEGROVIA	12th Aug.
For Havre, Hamburg & Antwerp	S.S. SAKONIA	13th Aug.
For Marseilles, Havre & Hamburg	S.S. SILESIA	21st Aug.

PHILIPPINE STEAM
SHIP Co.

Steamship	Tons	Captain	For	Day
RUBI	4,000	S. Crosby	Manila, Cebu & Iloilo	Monday, July 31, at 4 P.M.
ZAFIRO	4,000	M. O. Smith	Cebu & Iloilo	Thursday, Aug. 10, at 4 P.M.

For Freight or Passage, apply

Shewan, Tomes & Co., General Managers

Shipping.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO
VANCOUVER, B.C., SEATTLE & PORTLAND (Or.),
via SHANGHAI and JAPAN PORTS.

Carrying Cargo on through Bills of Lading to all Overland Common Points.

STEAMER	Tons	CAPTAIN	ON OR ABOUT
OSTERIC	11,000	Jas. Fendley	4th August.
SOVERIC	11,000	F. Cowley	22nd August.
KUMERIC	11,000	G. McGill	26th September.

To be followed by other steamers of the Company at regular intervals.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation and are fitted throughout with Electric Light and Wireless Telegraphy.Special Parcel Express to American and Canadian Points.
Will call at AMOY and KEELUNG if sufficient inducement offers.
For Rates of Freight or Passage apply to

THE BANK LINE, LIMITED,

Telephone No. 780.

KING'S BUILDING, Praya Central.

INDIAN AFRICAN LINE.

THE FAST MODERN STEAMERS OF THIS LINE AFFORD
THE QUICKEST FREIGHT TRANSPORT FROM THE
ORIENT TO SOUTH AFRICA.

CARGO carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (NATAL), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at Colombo.

NEXT SAILING.

FROM HONGKONG.

FROM COLOMBO.

22nd July connecting with S.S. Katanga...12th August.

For Rates and further information, apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

Hongkong, April 1, 1911.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

The Steamers of this Service provide Quickest transit from the Orient to the Argentine.

Cargo carried on Through Bills of Lading from Hongkong to River Plate Ports transshipping to Conference-Weir Line steamers at Calcutta.

PROPOSED SAILINGS.

FROM HONGKONG

FREQUENT SAILINGS

For Rates of Freight and further particulars apply to

THE BANK LINE, LIMITED,
(MANAGING AGENTS).

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STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallend and Aberdare Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to

THE BANK LINE, LIMITED,
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Hongkong, February 4, 1911.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE

CONNECTING with the Western Pacific Railway at San Francisco to all points in the United States and Canada and with Trans-Atlantic Lines for Europe.

PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
* TENYO MARU	21,000	E. BENT	Friday, July 28, Noon.
* NIPPON MARU	11,000	H. S. SMITH	Friday, Aug. 18, Noon.
* CHIYO MARU	21,000	W. W. GREENE	Friday, Sept. 15, Noon.
* AMERICA MARU	11,000	A. G. STREYEN	Friday, Oct. 6, Noon.

* Triple Screw, turbine engines. * Twin Screws.
All steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.
The Triple Screw Steamer TENYO MARU will be despatched for SAN FRANCISCO, via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, the 28th July, at Noon.

SOUTH AMERICAN LINE:

(In connection with NATIONAL RAILWAY OF MEXICO AT MANZANILLO)
Only Regular Direct Service to Mexican, Peruvian and Chilean Ports.
PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

Steamer	Tons	Captain	Date of Sailing
KIYO MARU	17,200	S. Togo	Tuesday, Aug. 15, Noon.
BUYO MARU	10,500	K. HASHIMOTO	Saturday, Oct. 14, Noon.
HONGKONG MARU	11,000	H. HINOKUMA	Wednesday, Dec. 13, Noon.

The Steamer 'KIYO MARU' will be despatched for VALPARAISO and CORONEL, via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO & IQUIQUE, on TUESDAY, the 15th August, at Noon.
FARES FROM HONGKONG:
TO SAN FRANCISCO.....£2 45-0-0, Single.
" NEW YORK.....£2 60-0-0, "
" LONDON.....£2 71-10-0, "
" LONDON.....£120-0-0, Return 6 months.
" SALINA CRUZ OR MANZANILLO.....Yen. 420.00, Single.
" VALPARAISO.....Yen. 570.00, "

SPECIAL RATES (first-class only) are granted to the undermentioned and their families when travelling at their own expense.

To European Points.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Services of the Governments of China and Japan.
To Canadian and United States Points.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at ports of call.
To All Points.—Missionaries and their families.
(These concessions apply to San Francisco line only.)
These magnificent steamers are most up-to-date and luxurious in every way. Excellent Cuisine and Accommodation.
The 'TENYO MARU' and 'CHIYO MARU' are fitted with Turbine Engines and Triple Screws. Records speed 21 1/2 knots.
Through Bills of Lading issued to North, Central and South American Ports.
For further particulars as to Passage and Freight apply toK MATSOA, Local Manager,
KING'S BUILDING (Opposite Blake Place)

Hongkong, January 27, 1911.

Shipping.

THE EASTERN & AUSTRALIAN
MAIL SERVICE

TO AUSTRALIA.

MAIL SCHEDULE
(SUBJECT TO MODIFICATION)

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	Aug. 25.	Aug. 18th, at Noon.
EASTERN	Sept. 8.	Sept. 16th, at Noon.
ALDENHAM		Sept. 30th, at Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars, apply to

GIBB, LIVINGSTON & CO,
Agents.

Hongkong, November 2, 1908.

DIRECT ROUTE TO AMERICA.
GREAT NORTHERN S.S. CO.

S.S. 'MINNESOTA'

28,000 Tons.

CAPTAIN T. W. GARLICK.

VIA

NAGASAKI, KOBE, and
YOKOHAMA

SAILS FROM HONGKONG ON SUNDAY, AUG. 6TH, AT 4 P.M.

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DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hongkong for Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hongkong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA,
Agents.

Hongkong, July 1, 1911.

THOS. COOK & SON.

TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, etc.Head Office for the Far East: 16, DES VOGES ROAD CENTRAL, HONGKONG.
SHANGHAI, 2-3, FOOCHOW ROAD. YOKOHAMA, 32, WATER STREET.TICKETS arranged to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the World.
BAGGAGE collected, forwarded and insured at lowest rates.
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Hongkong, April 4, 1908.

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to all
Meat
Dishes.Fish, Soup, Game, Cheese, Salad, &c.,
and assists digestion.The original & genuine
WORCESTERSHIRE

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GENTS' WASHING BOOKS. Useful to Bachelors. Price 30 cts.

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A HISTORY OF UNION CHURCH..... \$1.00.

SIR ROBERT HART'S MEMORANDUM. A Series

of Articles on Sir Robert Hart's Schemes

for the Improvement of China..... 20 cts.

Notices to Consignees

FROM EUROPE.

THE H.A.L. Steamship AMBRIA.
Captain FALSTRECH, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Godowns and/or warehouses Godowns of the Hongkong & Kowloon Wharf & Godown Company Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given TO-NAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st day will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns where they will be examined on the 31st inst. at 5.30 p.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:

Ex a.s. Ferro from Stralburg.

Ex a.s. Bremen from Havre.

Ex a.s. Paul from Bremen.

Ex a.s. Suzanne & Marie from Bordeaux.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, July 26, 1911.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES

FROM JAPAN PORTS & PORTLAND.

CONSIGNEES OF Cargo per Steamship STRATHLYON.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature and to take immediate delivery of cargo from alongside.

Cargo impeding the discharge of the vessel will be landed and stored at Consignee's risk and expense.

No Fire Insurance whatever will be effected.

All Cargo remaining on board after WEDNESDAY, July 26th, 1911, at 5 p.m. will be landed and stored at Consignee's risk and expense.

All Cargo undelivered on MONDAY, July 31st, 1911, at Noon, will be subject to rent.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, July 29th, 1911, at 10 A.M.

All Claims must be filed on or before August 24th, 1911, otherwise they will not be recognized.

FRED J. HALTON,
Agent.

Hongkong, July 24, 1911.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & SHANGHAI.

CONSIGNEES OF CARGO per Steamship PERZIA.

The above-mentioned steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and take immediate delivery of Cargo from alongside.

Cargo impeding the discharge of the vessel will be landed at Consignee's risk and expense.

Cargo remaining undelivered on THURSDAY, July 27th, 1911, at 5 p.m. will be landed at Consignee's risk and expense and delivery must then be taken from Company's Godown.

Cargo remaining undelivered on TUESDAY, August 1st, 1911, at Noon, will be subject to rent and landing charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown on SATURDAY, July 29th, 1911, at 10 A.M.

All claims must be filed on or before September 1st, 1911, otherwise they will not be recognized.

FRED J. HALTON,
Agent.

Hongkong, July 26, 1911.

THE CHINA MAIL.

NOTICE.

Communications relating to news should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with any communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of the paper only.

No anonymously signed communication that has already appeared in any other paper will be inserted.

Letters relating to business should be addressed to THE SECRETARY.

Orders for extra copies of the 'CHINA MAIL' should be sent as soon as possible as the supply is limited. Cash 10 cts. Credit 20 cts. per copy.

Alterations and additions to Advertisements on Pages 2, 3, 4, 5, 8 and 9 should be sent to the Office, No. 5, Wyndham Street, not later than 11 A.M.

Alterations and additions to Advertisements on pages 1, 6, 7 and 10 should be sent us not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: 'MAIL' Hongkong.

Telephone No. 22.

THE CHINA MAIL, LTD.

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